



The Aeronautical Newsletter of the Seattle Flight Standards District Office

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www.faa.gov/fsdo/seafsdo

SELECT No. NM01FS16

July/August 2003

NW EAA FLY-IN

For 5 days - July 9 through 13, the Arlington Airport will become the site of the third largest fly-in in the country. There are a number of ways the airport changes during Fly-In week and we want you to be aware of them. We will outline many of them here for you, but you must realize that the final authority for all the details is the NOTAM issued for the event. The NOTAM is available from the Flight Service Station or from the Northwest EAA Fly-In Internet Web Site at:

www.nweaa.org

If you wish to bring a non-mode C equipped aircraft to the fly-in, a special procedure has been set up for you to transit the Seattle 30 nm Mode C Veil *below the floor of the Bravo Airspace* during the Fly-In. See the NOTAM for details. Note: the west route has been cancelled due to the Temporary Flight Restrictions blocking the route.

Control Tower

A temporary control tower (frequency 127.3) and a temporary Flight Service Station (frequency 122.4) will be operational all five days of the Fly-In. Hours are 8 AM until 8 PM Wednesday through Saturday, and 8 AM to 5 PM on Sunday. An ATIS will be operational on 132.025, and Ground Control on frequency 121.25. Help in finding an aircraft parking space is available from Ramp Control on 124.3. During non-tower hours, use Arlington Unicom, 122.7.

Communications will be Osh Kosh style, meaning that ATC personnel will identify you by color and type of aircraft - no N-numbers will be used. Expect phrases like, "Red and white Lear Jet, follow the yellow Piper Cub

ahead". Remember, the controllers are looking up at you from below.

You are NOT required to reply unless specifically instructed to. If requested, identify yourself by color and aircraft type. Use, "Blue and green Mooney", not "Mooney 72847". If instructed to rock your wings, please do so with gusto.

TFRs

The greater Puget Sound area has 4 permanent Temporary Flight Restriction areas at Bremerton, Bangor, Everett, and Port Townsend. YOU MUST AVOID THEM!!! It is absolutely critical that you check NOTAMS for location, radius, and height.

Arrivals

Use extreme caution for parachute jumping activities in the vicinity of Harvey Field, 16 miles south of Arlington.

Get the ATIS information at least 15 miles from Arlington, then MONITOR the tower frequency 127.3 as you maneuver to enter the pattern on the 45. In an attempt to create a more orderly flow, all aircraft are asked to maintain 90 knots and 1200 feet MSL. If that's too slow for your aircraft, maintain 135 knots and 1700 feet MSL. **During tower operational hours, the traffic pattern is on the EAST side of the airport all 5 days of the Fly-In.** During non-tower hours, the pattern reverts to the regular, Arlington west side pattern.

Continue to MONITOR the tower frequency. Expect landing clearance on base or final. For traffic spacing

you may be instructed by the tower to land long, in which case you are expected to touch down at or beyond the mid field area. **Total** runway length is 5,300 feet. After landing, exit the runway as soon as safety permits - there are sure to be aircraft following you who are anxious to land too. Fly-In aircraft parking is on the west side of the airport.

Special Friday and Saturday Arrival Procedures

All VFR arrivals on Friday and Saturday (the two busiest days of the Fly-In) between the hours of 8 AM and 3 PM are to over fly the Green Valley Airport (a grass strip 8 nautical miles southeast of the Arlington Airport at 48-05-46N and 122-00-52W) and MONITOR Arlington Approach Control frequency 118.15.

Green Valley Airport is tough to find. We ask you to consider Hiway 203 which departs Interstate 90 at North Bend and proceeds north, following the west slope of the Cascades through Carnation, Duvall and Monroe, on it's way to Granite Falls and Arlington. Once you pass Granite Falls, maintain your heading and Green Valley Airport is two miles straight ahead. We encourage pilots to join the road anywhere between North Bend and Granite Falls and basically caravan north. Attention **must** be given for aircraft joining the route at any point along the route. For arrivals from the north, the controllers will make every effort to spot you and sequence you before you reach Green Valley. Watch for converging traffic.

A pair of orange, 5 foot diameter balloons will be suspended 130 feet above the Green Valley Airport. Controllers, located on the ground at Green Valley and using 118.15, will

spot you and will refer to your aircraft color and type. You will be advised of the runway in use, traffic to follow, and told when to switch to Tower frequency. Please rock your wings with gusto to acknowledge instructions. Do NOT use verbal responses unless specifically requested. If runway 34 is in use you will be directed to fly towards the town of Arlington, then turn left to enter the pattern on the 45. If runway 16 is in use you can proceed direct to the 45 entry leg. To help with the mix of aircraft, all aircraft are requested to maintain 90 knots after passing Green Valley.

VFR holding may become necessary due to congestion at Arlington. Controllers at Green Valley will advise you when holding is in progress. If asked to hold, expect to hold east of Green Valley and north of Granite Falls over the Stillaguamish River. Plan to hold using right turns. Be extremely alert for heavy traffic in the area of Green Valley. You are encouraged to have your landing lights on anytime you are operating within 30 miles of Arlington.

IFR Arrivals

IFR arrivals in VFR weather should plan to break off their instrument approaches in time to comply with the VFR arrival procedures.

Customs

For foreign arrivals, US Customs Service will be available from 8 AM to 1 PM on Wednesday, 8 AM to 3 PM Thursday through Saturday, and 8 AM to 1 PM on Sunday.

Daily Air Shows

The Fly-In will feature daily air shows. Air show times are Wednesday from 1 PM to 3:30 PM, Thursday through Saturday from 3 PM to 5:30 PM, and from 1 PM to 3:30 PM on Sunday. An additional air show will happen on Friday evening from 9 PM to 11:00 PM.

A temporary restricted area will exist during air show hours from the surface to 8,000 feet AGL within a 5 statute mile radius of the Arlington Airport. **Arrivals and departures are NOT permitted during air show hours.**

Departures

When departing the Fly-In, monitor ATIS (132.025) for taxi instructions. MONITOR ground control (121.25) while taxiing. When instructed to taxi into position, use the left or right side of the runway as available. During peak traffic periods, orange-vested air traffic controllers will be positioned at the approach end of the runway with red and green hand paddles. A red paddle means hold, and a green paddle means cleared for takeoff.

Departures using the right side of the runway are expected to depart straight out or on a right 45 **ONLY**. Departures using the left side of the runway are expected to depart straight out or on a left 45 **ONLY**. Unless otherwise instructed by ATC, climb straight out until at least 500 feet AGL before making any turns.

Non-Radio Aircraft

Non-radio aircraft are welcome at the Fly-In, but **NOT** during the Friday and Saturday rush hours of 10 AM to 3 PM, and **NOT** during air show hours. During other times, non-radio aircraft should follow the same routes and procedures outlined above and be extremely alert for other aircraft in the area. Runways 34 and 16 are the only runways used for arriving and departing aircraft. The temporary control tower is located at midfield, approximately 150 feet west of runway 34-16. Be alert for a possible red light gun "Go around" signal from the tower. If you do NOT get a red light by the time you are on short final, you can assume you are cleared to land.

Ultralights

Ultralights will be operating in the southwest quadrant of the airport, taking off and landing on the last half of runway 11-29. Ultralights will fly right traffic to 11, and left traffic to 29. Ultralight traffic pattern altitude - 400 feet AGL. All ultralight operations are required to remain well west of runway 34-16.

Gliders

Expect glider operations from the grassy area located immediately east of the mid point of runway 34-16. This glider strip is marked with an X.

Do not confuse this glider strip with the 1,500 foot grass runway adjacent to runway 34 (east side) at the approach end.

Fly-By Pattern

The Fly-By (demonstration) pattern will be operating west of and parallel to runway 34-16. Anyone wishing to participate in the Fly-By pattern **MUST** first get a briefing from the EAA.

FAA Forum Tent Schedule

Wednesday, July 9

8:45 Avoiding the Stall/Spin
10:00 Vertigo Averted
11:15 Certifying Your Homebuilt

Thursday, July 10

8:45 Density Altitude, Part I
10:00 Density Altitude, Part II
11:15 Certifying Your Homebuilt
12:30 Accuracy Landings
1:45 Mountain Flying

Friday, July 11

8:45 Vertigo Averted
10:00 See and Avoid
11:15 Flying to Canada, Part I
12:30 Flying to Canada, Part II
1:45 Flying to Alaska

Saturday, July 12

8:45 Density Altitude, Part I
10:00 Density Altitude, Part II
11:15 Flying to Canada, Part I
12:30 Flying to Canada, Part II
1:45 Flying to Alaska

Sunday, July 13

8:45 Avoiding the Stall/Spin
10:00 Accuracy Landings
11:15 Vertigo Averted

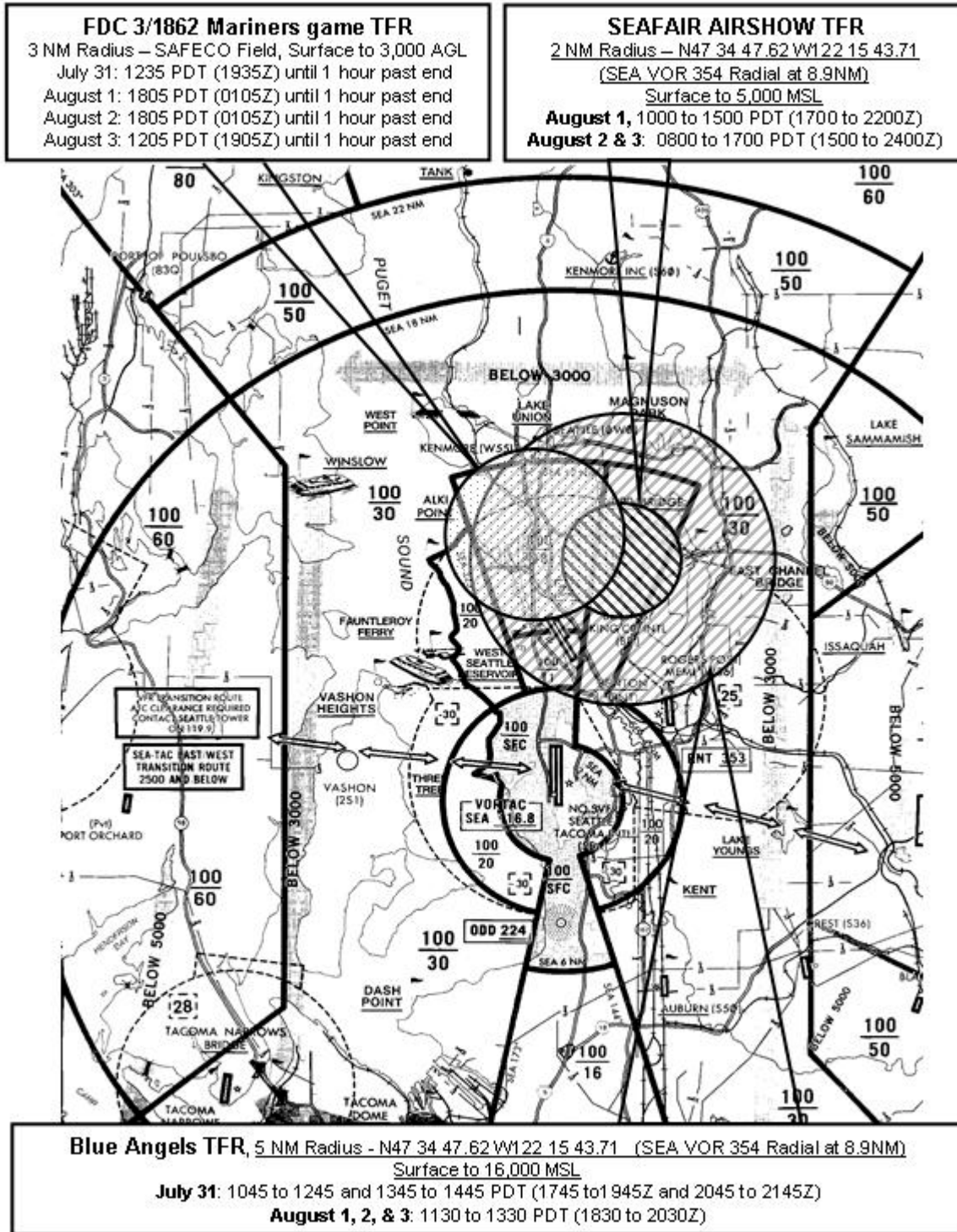
ADDRESS CHANGE?

The address list is stored in a BIG computer at the Home Office in Oklahoma City. They are the ones to notify of any address changes so we can continue to bring you AeroSafe and other good stuff.

FAA Airman Certification
Branch
Box 25082
Oklahoma City, OK 73125

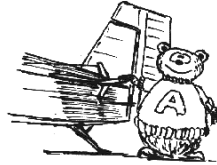
SEAFAIR

July 31, and August 1, 2, and 3, 2003 in the Puget Sound area should prove to be quite interesting. SeaFair comes to town with it's associated Temporary Flight Restrictions. Add to that the intermittent TFR over the Mariners games, and flight planning becomes quite challenging. Below is a map (not suitable for navigation) to help you visualize the challenge. While the data presented here is the best we had at press time, we suggest you contact FSS for the latest NOTAM info. Ya'll be careful.



AEROSAFE

May you always find VFR and tail winds



A Bearly Able Publication